EWS OF THE RAILROADS.

DIFFERENTIAN FROM ALL PARTS OF THE RAILWAY WORLD.

See Baltimore and Pho Maintains Its Own Access in Castle Garden-Personal Gonseport English in the coming season, I can only reply that there are men who would give 100,000 to know that very thing.

The last road to establish its separate ment of the continues of charter for a road to run gener in Castle Garden, distinct from the Oleaning House, and to refuse longer to help the theorem and Ohio. Mr. Postulon, is the Baltimore and Ohio. Mr. Postulon, is as all of them together probably don't get more than half as much business as the outys, the profits must be very inconsiderable. John Southworth, who has charge of the enthe that takes out train 33 on the New Haven seed, is a typical engineer. He is tall well built, and has a full gray beard. His popuarity has made him local Secretary of the Brotherhood of Engineers at New Haven. He

has seen over thirty years of service.

A. S. Ostrander, who is Secretary of the eder of Railroad Conductors of the New Haven division, is considered the most fluent speaker they have in their meetings.

The Erie road is strengthening its freight

quipment by the addition of twenty-five new engines, most of which have been put in

After many months spent in filling in the bulkhead for the new station of the Lackasen begun. It is next the ferry house. One of the best-known characters in the railread section of Jersey City is Track Foreman Thomas Tennant of the Pennsylvania road, who has been in the service of that company

and of the old New Jersey Transportation Company for nearly forty years. Mr. Tennant sees to keeping the tracks in order and to laying new ones when needed. His jurisdiction stiends out to Point of Rocks, and he has a large gang of men to help him. He started as a carpenter, and his long connection with the yard during its vearly growth has made him a valuable accessory who would be hard to replace. He is one of the few who by frugality has laid by a saug little fortune.

William Ettinger holds a responsible position in the Fennsylvania depot in Jersey City. All the messages that come over the wires and all the movements of trains are under his supervision. He has the title of Division Operator. Under him are the several train despatchers and the score or more of operators who are buy the twenty-four hours round in reliefs. He has been nearly twenty-five years with the road. He succeeded Hobert Stewart, who was Superintendent of Telegraph, and then the title was changed.

J. H. Miner has been serving for many years and of the old New Jersey Transportation

He has been nearly twenty-live years with the road. He succeeded Robert Stewart, who was Superintendent of Telegraph, and then the title was changed.

J. H. Miner has been serving for many years as a railroad conductor. He has been fifteen years with the New Haven road, and he spent some time on the Harlem as conductor and engineer. He takes out a local train to New Haven, and his son, William H. Miner, follows him with another New Haven train. The son has had twelve years' experience on the road.

A much appreciated resort is the reading room in the super part of the Adams Express building, sext to the Pennsylvania station, in Jersey City, which is frequented at all hours of the day by the employees of both companies. It has been running a little over two years, and the project originated with Train Despatcher Moss of the Pennsylvania road. President Hoey of the express company took an interest in the scheme and gave the use of the room which is a large, well lighted one, with closet room for the men. It is neatily fitted up, and the several bookcases contain 882 volumes. The chairs and settless are from the old steamer Stockton. John S. Freed is librarian and has general charge.

J. C. May, who has been for eleven years past connected with the telegraph department of the Ontaito and Western Italiroad, has been promoted to the post of Division Train Despatcher, with headquarters at Norwich.

Master Mechanic J. J. Van Vechten of the Delaware division of the Eric Railway has resigned on account of ill health after fifteen years of faithful service. During this period he has had immediate supervision of the company's construction and repair shope at Port Jevis, employing about 460 mechanics. Mr. Van Vechten's successor, who entered upon his duties on Dec. 1, is William Ransom, who has for some years filled a similar place on the New York, Pennsylvania and Ohio Raifroad.

At the trial just concluded in the Tioga County Circuit of the action brought by Donna Suton samusit per son the road near Binghamton in May lea

verdict for \$1,200. The railroad company will appeal.

The annual report of the Stony Clove and Catakill Mountain Railroad, recently filed at Albany, is interesting in several respects. This is a little three-foot gauge road, fourteen miles long. It was built in 1881, and runs from Phonicia, on the Ulster and Delaware Railroad, up the decivity of the Catakill range to the principal summer hotels, and to a terminus at Hunter. Nine-tenths of its business is growled into the three summer months. During the past year the road carried in round numbers, \$1,000 passengers and \$12,000 tons of freight, with gross earnings of \$32,000, and net sarnings of \$18,500. The capital stock is \$124,000. No accidents are reported.

The Secretary of internal Affairs of the State of Fennsylvania issued a charier on Wednessen sar large and Wilkesbarre.

of Pennsylvania issued a charier on Wednes-day last to certain Beranton and Wilkesbarres capitalists for the construction of a new rall-road, twenty-two miles long, from Beranton to Forest City. Susquehanna county. The capi-tal stock of the new company is \$220,000. It is nederated that the Central New Jorsey and Lehigh Valley Ruitroads are interested in the undertaking, which has for its object the open-ing up of an outlet for the production of the pewly developed coal fleids in the vicinity of Forest City.

ing up of an outlet for the production of the pewly developed coal fleids in the vicinity of Forest City.

The Central Trust Company of New York has recorded a bond and mortgage in Eric, Pa., against the Pittsburgh, Shenandoah and Lake Eile Rallway Company for \$2,300,000, payable in one hundred years at six per cent. The road runs from Hilliard, Butler county, Pa., to within a few miles of Frie, where it connects with the Sickel Plate Rullroad.

Two mammoth locomotives, the A. R. Darwin No. 1 and A. E. Darwin No. 2, built for the Atchison. Topcka and Santa Fe Rallroad, began their trial trips last week on the route between Providence and Groton, Conn. Copposite New London. Each locomotive carries three boilers, two engineers, and two firemen. The engineers sit high up in a cab in front of two of the boilers, while the firemen are some 25 fort behind them and about 4 feet lower down. These ponderous engines are guaranteed, it is said, to draw thirty reight cars at the rate of eighty niles an hour.

The latest place of enterprise on the part of

feet behind them and about 4 feet lower down. These penderous engines are gunranteed, it is said, to draw thirty regight cars at the rate of eighty miles an hour.

The latest place of enterprise on the part of the Union Pacific, the "Golden Gate Special," to be rein weekly between Council Bluffs and Ban Francisco, will be inaugurated to-day, it will consist of five Pullman vestibule coaches. The baggage car has, besides the compartment for baggage ear has, besides the compartment for baggage barths for the train crew, barber show, centlemen's bathroom, and the engine and dynamo necessary to the electric lighting. Next is the dining car, which is said to be the finest on whoels. It has a seating capacity for forty lerons, and is furnished with every modern convenience. Following are the two sleepers, each containing twelve sections, drawing room and smoking room, the latter finished with English oak and the balance of the cars in mahogany. The rear coach of the train is a composite car. It is in two divisions, the forward half consisting of six sections and the ladies' bathroom, the sections being separated from the balance of the car by a buffet. The rear half of the car is divided into two compartments. The first or smoking compartment, will contain a library and writing materials, and is furnished with rotary easy chairs. The other compartment will be used as an observation room, from which passengers may view the scenery from windows that extend down to within filteen inches of the floor. A wide platform runs around the outside, guarded by a brass hand-rail, from which also passengers may observe the scenery. For the first time female attendants will be employed in the railway service, who will look alter the wants of the lady passengers. The inbraries will be supplied with the choicest standard works, and all the latest magazines and seriodicals will be supplied with the choicest standard works, and all the latest magazines and seriodicals will be supplied without charge. This train will reduce the fline be

Saturday and arrive in Council Biuffe at 9 A.

M. Tuesday, It will stoponly to change engines
and take water.

A ritusburgh despatch to The Sun says Andrew Carnegie had a long conference yesterday
with his partners and others interested in
some of his enterprises. Among the conference,
for a little while, was D. Horbert Hostetter, administrator of the \$15,000,000 estate left recentity by his father, Dr. David Hostatter. Promibant among the financial possibilities of that
cetate is its large interest in the projected
fronth Pennsylvania Railroad, the chief stockpolders in which deny that it has been or will
be sold out to Andrew Carnegie or anybody
eles. Mr. Carnegie said concerning the rumors
affoat:

"Bought the Vanderbilt stock in the South
ream Railroad? No, not I. The Nouth Penn
peams to be at present a mere football to be
alicked back and forth between the Pennsylvania Railroad and the Vanderbilts. As the enterprise looks now. I wouldn't take the entire
cok of the South Penn as a gift and be compelled to build and operate the line. There are
hose who hope for great things in that
line, and they will have my hearty coperation if they enter upon any practical
pian to work out the problem. But I am not
buying or building the Bouth Penn individalls regard to the rumored cutting of steel
and the proper to the sun of the second of the second of the problem. The proper to the proper to the second of the second of the second of the problem. But I am not
buying or building the Bouth Penn individalls pears to the rumored cutting of steel
and the proper to the problem. But I am not
buying or building the Bouth Penn individand the proper to the problem of the proper to the proper to the problem of the proper to the problem of the proper to the problem of the proper to the problem.

chosen. Master Mechanic, D. D. Arden of the Georgia Central system, who is well known throughout the Gulf States, has retired after a continuous service of tairty-six years.

GRANDNIECE OF COUNT PULASKI. The Appeal of Mme, Jarocka for Assist-

ance to Return to Poland. Mme. Josephine Suffeznski Jarocka, the grandniece of Count Casimir Pulaski, the Po-lish patriot who lost his life fighting for the cause of American independence, is now living in Brooklyn with absolutely no means of support. Her story of wrongs she has suffered has already been told in THE SUN, but her appeal for assistance to the citizens of the country for which her granduncle gave his life and fortune have not met with a hearty response. Sixteen years ago Mme. Jarocka's husband and brother were banished to Siberia under a charge that they had instigated a Polish insurrection. Mme, Jarocka accompanied them into exile, but through the American Minister at St. Peterburg they all obtained the privilege of emigrating to the United States, Mme. Ja-rocks accepted the offer and came to this country almost as a ward of our Government. was well received when she came to New York held various places under the Government until 1885, when, under the new Administration, she lest her place as copyist in the Quartermaster-General's office. Then, for the first
time as heir of Count Pulaski, she laid her
claim before Congress for money advanced by
him to the Continental Congress during
the Revolutionary war, which money was
never returned to his family after his
death. Although it is said she had proofs
of her claim, she met with rebuff after
rebuff, until, in despair, she gave up the
task, Gen. Schonek of Washington interested
himself in her case, and obtained a number of
subscriptions for her there. A few months ago
Mme, Jarocka came to New York, but her endeavors to get money to enable her to return
to her native land have met with failure on
every side, and she is now almost destitute.
That her appeal, howover, has not been entirely unheeded of late can be seen by the following letter, which Mme, Jarocka received last
week from Vice-President-elect Morton's secretary: until 1885, when, under the new Administra-

This is almost the first assistance that she has received since her arrival here, and she feels very grateful for it. Others who may desire to follow the example of Mr. Morton can send any subscriptions to 73 Johnston street. Brooklyn, in the care of Mrs. Davis, who has given Mme. Jarocka a home for the rast month. Mme, Jarocka is more auxious than ever to return to her native land, and be among her old friends and relatives. The amount needed is not large.

REPUBLICANISM IN AUSTRALIA.

Growing Sentiment There in Favor of an Independent l'ederation,

Acting Governor Palmer of the Australian colony of Queensland rather surprised the British Government when he telegraphed three weeks ago to the Colonial Secretary in London that the people of Queensland did not want Mr. Henry Arthur Blake for Governor. Mr. Blake's experience of one year as Governor o Newfoundland was considered insufficient to qualify him for the new office to which the Salisbury Government had appointed him, and Acting Governor Palmer did not hesitate to say so. On Friday last, therefore, the appointment of Mr. Blake was recalled, and that of Sir Henry Norman announced.

The growth of a spirit of independence of the mother country in the British colonies, which is shown in the sentiment in Canada favorable to annexation to the United States and in the Queensland incident, has further proof with reference to Australia in letters recently written to relatives in this city by the Vicar-General of the archdiocese of Adelaide, which includes a large part of Southern Australia. The Vicar-General is the Very Rev. Frederick O'Byrne. D. D., who has been in Australia for nearly thirty-five years and has had exceptional opportunities, in the exercise of his ecclesiastical functions to obtain a clear knowledge of public sentiment. Vicar-General O'Byrne is a brother of Lawyer John O'Byrne of this city. Four years ago he came to America for a visit. He expressed then the opinion that the colonies of Australia were drifting toward confederation and the erection of a republic. Since his return to Australia the Vicar-General has often noted in his letters to Col. O'Byrne the growth of public sentiment in this direction. In a letter written at Kapanda on Oct. 25 of the present year he says: reference to Australia in letters recently written

letter written at kapanda on Oct. 25 of the present year he says:

As to politics, the most important question occupying the minds of colonial statesmen is the exclusion of the best of colonial statesmen is the exclusion of the price of the various colonies have passed laws foreldding masters of steamers to carry more than one Ubinaman for every 500 tons tennage, by which large vessels can up to but four or five. The colonies are gradually coming to a federation, and in a short time will be the great republic of the south as yours is of the north.

of the south as yours is of the north
Vicar-General O'Byrne expresses similar
views in another letter of recent date addressed
to his nephew. Robert O'Byrne:
The colonies are coming closer and closer to federation, so that in a short time they will become a great republic similar to yours in the northern hemispher.
They are gradually loosening the bonds which join them
to England, and they let no opportunity pass of letting
the "old lady" know this.

YOUNG MR. HEARST.

His Scheme for Making His Newspaper Look Like The Sun,

W. R. Hearst, who is reported to have rur off to Europe on his wedding tour, is not well known in New York. The fame which his father's horses have achieved has rendered the name of Hearst more or less consplcuous, but the Senator's son is not a well-known figure to New Yorkers. He is a tall young man, with a perfectly coloriess face, blond hair, and a quiet, wearled manner. He bangs his hair, and his His manner is rather attractive, and there is no doubt of the fact that he has shown a good dear of business sagacity in his management of the San Francisco Examiner, which his father turned over into his hands just after the boy had returned from college. It is generally believed that young Mr. Hearst has expended nearly half a million dollars a year on the newspaper since he took charge of it, and that this half million has not been returned over the advertising desk or through the subscription books; but newspaper judges of affairs on the Pacific coast speak hopefully of the venture. The Examiner's circulation is very large at present, and it is still booming. Young hearst threw a great deal of energy and enthusissem into his management of the paper and all this has told.

Headers of The Sun as possible. Mr. Hearst had the development of this purpose in view, indeed, whose he came to New York, as he informed the writer. Whather his scheme will now be carried out or not is questionable. His sudden departure to Europe rather casts a glamor of uncertainty over the future of the Examiner.

Funeral of Mrs. Estand Reed.

Funeral services over the remains of Alice Funeral services over the remains of Alice Hastinga the actress known in private life as Mrs. Reland Reed, were held yesterday morning at six Ann's Church, on Twelfth street. A large number of threatrical people were present and there were forn momorials from ethers. The most striking piece was large cross of white Illies with anchors at its base, sent by the members of Mrs. Reed's company. Mrs. Hastings, motiver of the deceased, was present with Mr. Reed and his torober Julian. Among the attendants were Ernest Barion. Ed Buckley. A. E. Sutherland, Harry Smith, Heree Davis. Mrs. James Harrigan. Kittle Walsh John McF, ke, and and Effic Germon. Father William Jackson McF, ke, and and Effic Germon. Father William Jackson English and Sanghar an

Next! Take Of Your Bobtalls. The Aldermanic Committee on Public Works which has been investigating the bestail car misance reported to the Board yesterday as ordinance that will compel the Dry Dook and East Broadway and the Bersuth and the Minth avenues car companies to put conductors on all their cars. The ordinance was laid over for future consideration. The Alderman proposes to do away with all conductories sare, and will go at the job in instalments.

movement, stem-winder and setter, full size, 88.

movement, Elgin or Waltham, stem-winder, \$10.

movement, Eigin or Waltham, cases chased and engraved, gentlemen's, 8215.

chased and engraved, stem-winder, American movement, \$18.

fully chased and engraved, \$10.

Watches, 86. A Genuine E. Howard & Co. Watch, with 14-carat

solid gold cases, for \$65. We give a written guarantee with every watch for three years; if not as represented money will be re-

Solid Gold Wedding Rings, 14 and 18 carats, a specialty.

CASPERFELD & CLEVELAND,

BOWERY

Near Grand St. Elevated Station.

Open Evenings until 9; Saturday, 10:30 P. M.

TENNYSON A SPIRITUALIST. Extract from a Letter he Wrote Describing

CHICAGO, Dec. 4 .- The name of the poet Tennyson has never before been connected with spiritualism. A letter written by him has come into the possession of the Tribune here which shows that he holds the conviction that consciousness may pass from the body and hold communion with the dead. This is essentially spiritualism, but in Tennyson's case, at least so far as the letter indicates, he is his own medium. The letter is in the poet's | limb when he came home one day in May, 1887.

handwriting. It is dated "Farringford, Freshwater, Isle of Wight, May 7, 1874." It was written to a gentleman who communicated to him certain strange experiences he had had

witten to a gentleman who communicated to him certain strange experiences he had had when passing from under the effects of angesthetica. Tennyson writes:

"I have never had any revelations through angesthetics; but a kind of waking trance (this for lack of a better name). I have frequently had, quite up from boyhood, when I have been all alone. This has often come upon me through repeating my own name to myself silently till, all at once, as it were, out of the intensity of the consciousness of individuality the individuality itself seemed to dissolve and fade away into boundless being; and this not a confused state but the clearest of the clearest, the surest of the surest, utterly beyond words, where death was an almost laughing imposibility, the loss of personality if so it were seeming no extinction, but the only true life. I am ashamed of my feeble description. Have I not said the state is utterly beyond words?"

This is not a vulgar table-thoring spiritualism. It is the most complate declaration that the spirit of the writer is capable of transferring itself into another existence; that it is not only real, clear, simple, but that it is also infinite in vision and eternal induration. For he continues that when he comes back to "sanity" he is "ready to flight for the truth" of his experience, and that he holds it—the spirit. ty" he is "ready to light for the truth" of his experience, and that he holds it—the spirit, whose separate existence he thus repeatedly tests—" will last for mons and mons." It is pointed out by Prof. Thomas Davidson, who has seen the letter, that the same conviction, if not the same experience, is described in "In Memoriam." XCV. where Tennyson says:

So word by word and line by line
The dead man touched me from the past,
And, all at once, it seemed at last
His living soul was flashed on mine.

And mine in his was bound and whirled About empyrean heights of thought. And came on that which is, and caught The deep pulsations of the world.

Aconian music measuring out The steps of time, the shocks of chance, The blows of death. As Tennyson has never been concerned in any way with psychic science or spiritualism, the leter, not to mention the now clearer reading of the poem, will create not a little surprise.

New York in a Big Town.

Commissioner Jake Hess stood on the corner of Broadway and Thirtieth street, yesterday, glancing down that big thoroughfare He was complacent and rather thoughtful. "This is a big town," he said, "and it would

propably surprise most people to know its real probably surprise most people to know its real size. If they had our work in hand they would come to a better realization of it. How many readers of the newspapers, and how many citizens of the city of New York understand that we have succeeded in having over forty-four miles of trenches dug for the burial of the wires up to this time without materially affecting the appearance of the city? It is a fact nevertheless, but work of any sort in New York has to be of gigantic proportions before it impresses the public."

Post-mortems for Mad Dogs. The Board of Health of Edgewater village, Staten Island, frequently drops into experiments connected with surgical and medical science. Recently it has been considering the majority of supposed cases of hydrophobia are in reality merely fits of nervous excitement resulting from fear. So resterday, at the suggestion of Dr. John L. Feeney, its Health Officer, it passed an ordinance that hereafter no dog which has been killed because it has bitten some person or was supposed to have the rables shall be buried until the carcass has been examined by the Board's veterinary surgeon. The Board thus hopes to allay the excitement usually produced by the cry of maddog. majority of supposed cases of hydrophobia are

Boy Diamond Thieven. Detective Sergeants Frink and Slausson ar

ested two boys yesterday in the act of pawning a \$140 diamend solitaire lace pin in Simpson's place at 185 Bowery. The boys were Frederick Van Name, 13 years, and isamuel Loss, aged 10, both of Erastina. Van Name acknowiedged that the diamond belonged to his mother, and that he had stolen it os blonday. Justice Gorman at Jefferson Market Court remanded the boys back to Police Headquarters until to-day. CAN CAPT. EDMONSON RUN?

The Police Board Considering His Physical Ability. The examination by the Jersey City Police Board into the alleged physical inability of Police Captain Thomas Edmonson to perform all the duties of his office was resumed yesterday. Mrs. Edmonson told the Police Commissioners she did not know her husband had an attack of paralysis or apoplexy, except that the newspapers said so. The doctor never told her. and the Captain was suffering from a bruised and said he had had a fall. She considered

that he was a well man to-day. Several members of the police force testified that the Captain since his fall had walked with some clumsiness, but had been able to perform his duties. Chief Murphy testified that Capt. Edmonson had two months or more vacation after his fall. When he again took charge of the Second precinct he sectified unsteady on his feet and dragged one a little. The Chief said he asked the Folice Commissioners' consent to let the Captain wear citizen's clothes. "Why did you do that?" asked Assemblyman Hudsneth for the prosecution.

"My sympathy for him prompted me to do it. I thought I was doing him a good turn. He seemed thankful to be permitted to go his rounds in citizen's dress."

"He testified some time ago that you put up a job when you told him to wear citizen's dress."

"I did not," replied the Chief.

Chief Murphy said he thought Capt. Edmonson able to perform ordinary duties. He did not think the Captain quite the man he was before he fell, and he doubted whether he could run so fast, and do as good work in case of a riot as some others on the force, though he would doubtless make a strong effort.

"Could the Captain lead a plateon in a run of half a dozen blocks?" asked Mr. Hudspeth.

"No, said the Chief, "I don't believe he could." some clumsiness, but had been able to perform

ozen blocks?" asked Mr. Hudspeth. said the Chief, "I don't believe he nail a dozen blocks? asked Mr. Hudspoth.
"No." said the Chief, "I don't believe he
could."
Mr. Collins for the defence asked later how
often a Captain was called on to run six blocks
on a double quick. The Chief answered: "Not
often." As far as his ordinary work was concerned it was chiefly that of supervision.
The Police Board Inising taking testimony,
and decided to hear the arguments at another
meeting.

An Offer for an Electric Light Franchise. A meeting of the Board of Electrical Control took piace at noon yesterday. Commissioner Gibbons moved that the Secretary be

and speeches will also be made by Eishop Potter of the Board of Trustees; Dr. Charles P. Chaudier, Bean of the School of Mines: Mr. P. O. French. the Bion. Channesy M. Depow and the Rev. Henry Van Dyke, D. D. Presi-dents of the Harvard. Yale, and Princeton Alumni As-sociations. Tickets can be produced of any of the Din-ner Committeet George G. De Witt. Jr. (Chairman). M Massan street; W. G. Lathrop, Jr., 71 Wall street; Prof., John K. Rees, Columbia College; E. C. Cornell, 68 Wil-liam street; John B. Pine, 30 Pine street; L. L. Patter-son, B Broad street; and W. S. Sloan (Secretary), 20 Exchange place.

Henry S. Akeraloot's little boy George boarded as open summer car of the Second avenue line on the evening of May 15, 1887, while in the care of a lady. The car started suddenly before they were seated, throwing the child off and injuring him so badly that his throwing the chie off and injuring him so tadly that his right leg had to be ampute a? below the knes. His father breaght an action against the railroad company to recover damages for the loss of services of his sould be supremented to the sould be supremediated to the long yave a verded to \$1,100 for the plaintiff. A suit by the chief to recover for his own injuries will now be brought against the railroad. Franklin Bartlett and Clifford A. H. Bartlett represented the plaintiff, and Waido Hutchins, Jr., and Austin C. For appeared for the defendant.

What Is Catarrh

Catarrh is an inflammation of the mucous mem-branes and may affect the head, throat, stomach, howels or Nadder. But catarrh of the head is the most common, often coming on so gradually that it has a furn held before the nature of the trouble is suspected. Catarrh is caused by a cold, or succession of solds com-bined with impure blood. Its local symptoms are ful-ness and heat in the forehead, dryness in the nose and back part of the throat and a disagramable discharge from the nose. When the disease gains a firm hold on from the mose. When the cussasse gains a firm host on the system, it becomes chronic, and is then exceedingly dangerous and treacherous, liable to develop into con-sumption. The eyes become inflamed a sd red, there is throbbing in the templex ringing noises in the ears, headache, capricious appetite, and sometimes loss of

Hood's Sarsaparilla Sold by all draggists. \$1; six for St. Propered only by C. I. HOOD & CO., Apothecaries, Lowell, Mass. 100 BOSHS ONE BOLLAR

sense of smell and hearing. Hood's Sarsaparilla is the remedy for this ever-increasing malady. It attacks at once the source of the disease by purifying and enrich-ing the blood, which, as it reaches the delicate passages of the mucous membrane soothes and rebuilds the tissues, giving them tendency to health instead of disease, and ultimately caring the affection. At the same time Hood's Sarsaparilla builds up the whole sys-tem and makes one feel that he has taken a new loans

"For several years I had a catarrhal affection in my throat, and had tried several medicines, but could find nothing to help me I must say I was very much benefited by using Hood's Sarsaparilla, and would recommend it very highly."—ELIASP. DEVELES, Omaha, Neb. Hood's Sarsaparilla

Sold by all druggists. \$1; six for \$0. Prepared only by O. I. HOOD & OO., Apothogaries, Lowell, Nass. 160 DOSES ONE BOXLAR

We have the largest stock of Diamonds and Watches
if the world, at extraor linarily low prices.

These are the Watches we make a specialty of:
Solid Silver Hunting, Watches, genuine imported evement, stem-winder and setter, full size, 88.
Solid Silver Hunting; Watches, genuine American sovement, Elgin or Waltham, stem-winder, American sovement, Elgin or Waltham, cases chased and enroyed, gentlemen's, 825.

Ladies' Solid Gold Hunting Watches, beautifully hased and engraved, stem-winder, American movement, 818.

Ladies' Solid Gold Stem-Winding Watches, beautifully shased and engraved, stem-winding Watches, beautifully chased and engraved, 810.

Boys' Solid Silver Hunting-Case Stem-Winding Volches, 86.

A Genuine E. Howard & Co. Watch, with 14-carat Dated New York, November 8, 1888, HENRY R. BELKMAN,

No. 2 Tryon row. New York City.

SUPREME COURT.

In the matter of the application of the Board of Education by the Counsel to the Corporation of the City of New York, reactive to acquiring title by the Mayor. Aldermen, and Commonaity of the City of New York to certain laints at the northwest corner of NINETY. THIRD STREET A DTENTH AVENUE, in the Twelfit ward of said city, duly selected and approved by said floard as a site for school purposes, under and pursuance of the provisions of chapter 191 of the Laws of 1883.

butherly along tohundred and twenty feetalk incheshundred and twenty feetalk inchesf beginning.

Dated New York, November S, 1888,

ENRY R, EREKMAN,

Counsel to the Corporation,

No. 2 Tryon row, New York City.

In the matter of the application of the Board of Education by the Counsel to the Corporation of the City of
New York, relative to acquiring title by the Mayer,
Addrumen, and commonaity of the City of New York
to certain lands on the westerly side of JOHNSON
AVENUE, in the Twenty-fourth ward of said city, duly
selected and approved by said Board as a site for
whole purposes under and in pursuance of the previsions of chapter 191 of the Laws of 1889. PURSUANT TO THE PROVISIONS OF CHAPTER ired, thence easterly at right auries to the last men-tioned line one hundred and eighty-five feet to the west-erly side of Johnson avenue, and thence northerly along the westerly side of Johnson avenue one hun-dred and averenty leed to the point or place of beginning. Dated New York, November 8, 1882.

Counsel to the Corporation, No. 2 Tryon row, New York City. SUPREME COURT.

In the matter of the application of the Board of Education by the Counsel to the Corporation of the City of New York and Commonalty of the City of New York to certain lands on the northerly side of FIFTY-FIRST STRIET, near LEXINGTON AVENUE in the Ninetestity had only and City, duly selected and approved by said Board as a sile for school purposes, under and in currentees of the provisions of chapter 191 of the Laws of 1888.

trol took place at noon yesterday. Commissioner Gibbons moved that the Secretary be directed to request the Board of Electrical Control of the Western Union Telegraph Company to make use of the permit granted by the Board to place its wires on Second avenue on the elevated structure and to remove the poles belonging to the company in that street. This communication was read:

"The Citizens Electric Lighting Company of the city of New York heroby respectfully applies for a franchise or permit to furnish electric light, heat, and power throughout the city of New York on the same tener as those here tofore granted by your Board to the Safety Light and Power Company, the Manhattan Electric Company, and others, and instead of the intangible compensation the Citizens Electric Company, and others, and instead of the intangible compensation the Citizens Electric Company hereby effers to pay to the Company of the city of New York Board of Electrical Control 5 per cent. of its gross receibts, or said company will compete at a public blidding before your Board to Rx a lump sum for such franchise, to be paid to the Comptroller. The said company will give a bond in \$50,000.

There Will be a Flow of Soal.

There Will be a Flow of Soal.

There Will be a Flow of Soal.

There Will be a shore of the source of the formation of the same to be converted and approved by the large of the City of New York Details of the Company and others, and instead of the formation of the previous of said chapter 19 of the Laws of 1840 of the Light Company bear and the formation of the surface of the provisions of the provisions of the bary side of the City of New York on the same to be converted and approved by the large of the city of New York on the same to be approved by the large of the City of New York on the same to be converted and the purposes distinct the same to be paid to the Company of the City of New York on the same to be provision of said clark the p

Pianofortes, Organs, &c.

A NUMBER of slightly used grand, upright, and equare planes of our make, which were specially selected and used by the artists of the Metropolitan Upers House company during the past opera season will be seld at a liberal reduction from our regular prices Well 18 abs 4 CO. 112 cth av. above 16th at A N ELEGANT ASSORTMENT of high grade pianos A at extremely low prices; second-hand pianos at great bargains; installments 55 monithy. HORACE WATERS 2 CO., 124 Fifth av., near 18th st., New York. Pater planes, in splendid variety; new or second hand; sold on easy monthly payments. Warercome No. 5 East 14th st. PIANOS from \$175 to \$200; easy payments; also rent ed; several second-hand planes at bargains.

NEW ENGLAND PIANO CO., SEE STH AV., CORNER 15TH ST.

NEW ENGLA CORNER 15TH ST.

108 5TH AV., CORNER 15TH ST.

WEBER UPRIGHT Rent, \$10 Installment, \$15

Upright plano. Cash, 100 Rent, 100

Carved square 125 Installment, 5

GORDON'S, 13 East 14th st. WUERTZ PIANO ROOMS, 29 Clinton place, near Broadway. New uprights at a bargain, and also squares very cheap; one for \$50. \$ 150-UPRIGHT, little used: \$75, square: \$100, up-right Open evenings. MUHLFELD & CO., 14 East 14th st.

Proposals.

Sealed proposals for the spection of an armory in Mount Vernon, N. Y. will be received by mail or in person up to 12 octock noon on Saturday, Rec. 8, 1888, at the State Armenal, Sub. 8, and 7th av. New York city, at which time and place bids will be opened. Proposals must be for the whole work and be accompanied by the names of two responsible sureties guaranteeing a faithful execution of the offer, if accepted.

The State reserves the right to reject any or all bids. Plans and specifications may be seen at the office of the Chief of Ordinance, 25th st. and 7th av. New York city. the Chief of Ordnance, soil as and control of the undersigned;
if roposals must be addressed to the undersigned;
if contain FORTER, Adjutant General;
ENIL SCHAEFER, Inspector-General;
JOSHUA M. VARIAN, Chief of Ordnance,
Commissioners.

Personal Jotices.

J. B. R.-Will come. Send money. JOH, 207 Greve st., Jersey City.

Bublic Motices.

QUPREME COURT FURSUANT TO THE PROVISIONS OF CHAPTER IN

cuty eight feet three inches to the point or place of bermain?

And also all that certain piece or parcel of land situate, lying, and being in the Twenty first ward of the city of New York, bounded and described as follows: Herinaga ta point on the southerly safe of Thirty-eighth street, distant two hondred and thirty-three feet live mohas westerly from the corner formed by the intersection of the westerly safe of Recond avenue with the routherly side of Thirty-eighth afreet, and running thence westerly long the southern side of Thirty-eighth street is menty side of the country are let us of the country are let us on the safe and the control of the country so with Second avenue and tommonally of the city of New York, thence saterly parallel or nearly so with Thirty-eighth street and along iand belonging to the said Mayor, Aldermen and Commonalty tenty-one feet, and thence northerly parallel or nearly so with Second avenue and slong and belong ng to the said Mayor, Aldermen, and Commonalty eighty-three feet ten inches to the point or place of beginning.

Dated New York, November S. 1888,
BERKY R. HERKMAN,
Counce, to the Corperation,
No. 2 Tryen row, New York City.

DOST OFFICE NOTICE. -Letters for foreign countries

A need not be specially addressed for despatch by any particular steemer, except when it is desired to send duplicates of banking and commercial documents, letters not specially addressed being sent by the fastest vessels. Poreign mails for the week ending Dec. 8 will close Poreign mails for the week ending Dec. 8 will close promptly in all cases at this office as follows:

WEDNESDAY.—At S. A. M. for Ireland, per steamship Germanic, via Queenstown (letters for Great British and other European countries must be directed." per Germanic ''); at 3 f. M. for Europe, per steamship Dorian; at 3:19 A. M. for Europe, per steamship Dorian; at 3:19 A. M. for Europe, per steamship Aller, via Southampton and Bremen (letters for Ireland must be directed. "per Aller").

**HURSDAY.—At 13:19 A. M. for Venezuela and Curacoa. The steamship Valencia (letters for U. 8 of Colombia via Curacoa. This be directed. "per Valenca."), at 3 f. M. for New Yalenca." It is 3 f. M. for New Yalenca. "It is 3 f. M. for New Yalenca." It is 3 f. M. for New Yalenca." It is 3 f. M. for Seasau. S. P. and Santiago. Coba. Serve steamship Cientosyca; at 8:30 f. M. for New Youndland per steamship Cientosyca; at 8:30 f. M. for New Youndland per steamship America.

**PRIDAY.—At 3:1 N. for Buscheins, per steamship Gosele, from New Oriceans, at 4 f. M. for Cudad Bolivar, per steamship America.

**PRIDAY.—At 3:2 N. A. M. for Europe, per steamship Umbria, via Queenstown (letters for France. Switzer and Italy, Spain, and Fortugal per steamship Life Coba. (Int.), Spain, and Fortugal per steamship and coher furopean countries must be directed. "per La Freight Microbia." Int. Science. Switzer and Italy. Spain. and Fortugal must be directed. "per Steamship American (letters must be directed." per Noordland.") at 6 A. M. for the Netherlands, via Kotterdam, per steamship American directed. "per Noordland.") at 6 A. M. for the Netherlands, via Kotterdam, per steamship American Heisters must be directed. "per American decters for Faranciaco, close here New York of atoms

county, and rate of New York, on the northerly side of the Hundred and Twenty-eighth street, between Second and Third avenues, in said city, bounded and described as follows, via: Hestinning at a point on the northerly side of One Hundred and Twenty-eighth street aforesaid, distant two hundred and twenty-four feet and seven inches easterly from the corner formed by the intersection of the northerly side of One Hundred and Twenty-eighth street with the casterly side of Third avenue, and running thence northerly parallel with Third avenue, and running thence northerly parallel with Third avenue, and partly through the centre of a party wall interty nine feet and eleven inches, thence easterly and parallel with One Hundred and Twenty-eighth street thencien feet five and one-quarter inches; thence southerly parallel with Third avenue and parily through the centre of a party wall interty-nine feet and eleven inches to the northerly side of One Hundred and Twenty-eighth street thencements of the northerly side of One Hundred and Twenty-eighth street the contract inches to the point and place of beginning.

Dated New York, November 20th, 1888.

MARTIN J. KEOGH, Plaintin's Autorney, Temple Court, New York.

Examples of the contract of the York county.—

MARTIN J. KEOGH. Plaintiff's attorney, Temple Court, New York.

New York.

DLN STREET.—Supreme Court, New York county.—

L. William H. Dannat and others as trustees, &c., plaintiffs, against Lawrence Worrall and others, defendants.

In pursuance of a judgment of foreclosure and sale duly made and entered in the above entitled action, and bearing date the 14th day of November, 1888, I the undersigned, will sell at public suction, at the Real Estate Enchange and Auction Room (Limited). Nos. 50 to 55 Liberty street, in the city of New York, on Friday, the 7th day of December, 1888, at 12 o'clock noon, by William Kennelly & Bro. Auctioneers, the lands and premiar limits and premiar beautiful and the second of the city of New York, and bounded and described as follows: Southwesterly in front on Eim street, northwesterly in the rear on ground now or late belonging to Samuel and Thomas Vernon, northeasterly on ground formerly belonging to Fother Fride, and now belonging to the axid Samuel and Thomas Vernon, containing in breadth in front and rear (west) five feet, and the sum of the same more or less, the said premises being now known & No. 28 (twenty-eight) Elm street.

Dated New York, Nov. 15, 1886.

MARTIN J. KEOGH, Flaintiffs' Attorney,
Temple Court, New York.

for Sale. A 29-EFFCIAL BARGAINS: 1: EM.
DURB BELL& (any weight), 5c, per th.
INDIAN CLUB's (any size, 3) per pair.
BIG discount made to Schools, dymnasiuma, and the trade: OUT-of-town orders promptly CUT TRIS OUT.) M. BORNSTEIN, 24 Ann st.

POR RALE—A bargain—Webb perfecting presses, id.
COO to MACON copies an hour; complete stereotyping
outh; casting boxes, tail cutters, shaving machines,
chipping blocks &c. &c. Address
DAILY NEWSPAPER care of THE SUN. To STOREKEBPERS and others 1-5,000 pounds large newspapers for wrapping purposes 23cc. per pound in small or large lots BORNSTEIN. 24 Ann st.

PED STAR LINE FOR ANTWERP.

R. Salling from New York and Aniwer every week.

RILYNLAND. Salurday, Nov. 24, at 8:30 A. M.

WENTERN LAND. Salurday, Iec. 1, at 3:30 P. M.

Cable rates: First cabin, 500 and upward; scarring,

IIIO and upward; second cabin, 540; excursion, 572 to

SMI. Ricerage at very low rates.

FETER WEIGHT & SONG, Gen. Agts. 6 Be wiling Green SPECIAL NOTICE.—The United States and Soyal Mall Steamship ADRIATIC, for Queenstown and Liverpool, saits WEDNESDAY, Dec. 12, at moon. Steerage rates as low as by any other first-class mail line. Apply at the White Star Line office, 41 Broadway, or on the wharf foot of West 10th st. Drafts payable everywhere in the old country.

Mailronds.

BIE RAILWAY.

BICKET OFFICER, 401, B17, 711, and

BOT Broadway, 15446 Bowery, 187 West

81, 1 Battery place, Chambers St. and

25 85; Ferries, New York: 331 and 353

Fulton st., rooklyn: 107 Broadway,

Williamsburgh, cerner, Newark and
Hudson sta, Hoboken; and New Station, Jersey (15; where tickets and
Hudson sta, Hoboken; and New Station, Jersey (15; where tickets and
Hudson sta, Hoboken; and New Station Jersey (15; where tickets and
Hudson sta, Hoboken; and New Station Jersey (15; where tickets and
Hudson sta, Hoboken; and Reservations
and orders for checking and transfer of bageage can be
obtained. Express trains leave 21d st. dve minutes earter than time shown from Chambers st.

Bry Standard Franciscope and St. Louis Agrees to Binghamton. Owego, Elmira, Hornellaville, and Corning.

5 F. M. daily. "Clicago and St. Louis Limited" a
solid Poliman train of day and buffet sleeping coaches to
Binghamton Owego, Kimira, Rechester, Buffalo, Chechmant and Chicago.

For local trains see time tables in ticket offices.

W. J. Willer W.

General Superintendent.

General Superintendent.

General Superintendent.

REPUBLICAN

COMMITTEE OF THE BUSINESS MEN'S REPUBLICAN ASSOCIATION HELD AT THE GRAND CENTRAL HOTEL ON MONDAY IT WAS DECIDED TO EF. FECT A PERMANENT ORGANIZA-TION. ALL ORGANIZATIONS AT PRESENT CONNECTED WITH THE ASSOCIATION AND ALL OTHER TRADE ORGANIZATIONS DESIRING TO PARTICIPATE ARE NOTIFIED TO SEND REPRESENTATIVES TO A MEETING TO BE HELD ON TUES. DAY EVENING, DECEMBER 11, AT 8 O'CLOCK, AT THE FIFTH AVENUM HOTEL, A COMMITTEE WAS AF. POINTED TO REPORT A PLAN OF ORGANIZATION AND TO NOMINATE PERMANENT OFFICERS.

BY ORDER JOHN F. PLUMMER, CHATEMAN. E. A. DRAKE, SECRETARY,

Mailronds.

RATHEORIES.

NEW YORK CENTRAL AND HUDSON RIVER RAHLROAD RESEARCH COMMENTAL AND HUDSON RIVER GRAND GREAT FOUR THACK TRUEK LINE.

On and sire Nov. 28 trains leave
GRAND UENTRAL STATION.

LArgest and dinest passenger station in America.
28 A. M., Rochesier and Montreal Express crawingFrom ears New York to Albany and Albany to Montrealvia D and II. R. R. and East Albany to Montrealvia D and II. R. R. and East Albany to St Albans, via
Central vermont line.

"Philo A. M., FAMOUS STEAN-HEATED, VERSTIBULES.

CHICAGO AND ST. LOUIS LIMITED, composed exclusively of buffet smoking car, dining car, drawingroom, and sleeping cars for Albany, Utica, Syrsensea,
Rochester, Buffalo, Eric, Cleveland, Indianapoia, and
Toleda, arriving at Chicago at U.S.; A. M., St. Louia,
7:40 P. M. next day. Connects at Cleveland with train
for Columbus and Christonia.

To Columbus and Christonia.

Chicago; drawing room cars to Canandalgua and Roch

edit.

Chicago; drawing room cars to Canandalgua and Roch

edit.

211:30 A. M., Western New York and Northern Express. and 730 Futton at, promyr, and checks baggage from burgh.
Westcott's Express calls for and checks baggage from hotels and residence.
*Kun daily: others daily except Sunday, Pitopat 188th at station to take up passengers for North and West.
J. M. TOUCLET.
Gen's Superintendent. Ass't Gen'l Passenger Agent.

NEW YORK, NEW HAVEN AND HARTFORD R. R.

ON AND AFTER NOV. 11, 1888, Japan, per steamainp Gaelle (from San Francisco), close here here.

Close here bee.

Close here bee.

Close here bee.

All 7 P. M. Malls for the Hawailan Islands. Per steamblip Australia (from San Francisco), close here bee.

Close here bee.

All 7 P. M. Malls for the Hawailan Islands.

Francisco, close here bee.

Close here bee.

All 7 P. M. Malls for the Hawailan Islands.

All 7 P. M. Malls for the Hawailan Islands.

All 7 P. M. And Boston as 3:09 P. M.

Consecting at Springfield with through trains for Montreal.

The schedule of closing of Trans-Facific mails is arranged on the presumption of their uninterrupted overland transit to San Francisco. Malls from the East arriving on time at San Francisco. Malls from the East arriving on time at San Francisco. Malls from the East arriving on time at San Francisco. Malls from the East arriving on time at San Francisco. Malls from the East arriving on time at San Francisco. Malls from the East arriving on time at San Francisco. Malls from the East arriving on time at San Francisco. Malls from the East arriving on time at San Francisco. Malls from the East arriving on time at San Francisco. Malls from the East arriving on time at San Francisco. Malls from the East arriving on the East are triving on time at San Francisco. Malls from the East arriving on the presumption of their only of the East San Francisco on the day of San Francisco on the day of San Francisco on the day of San Francisco on the providence and Boston via Springfield, due at Worceater at 4:22 P. M. and Boston to T. M. —For Providence and Boston via Shore Line Route on Northampton Division, connecting at Northampton Providence and San Francisco on Northampton Division, connecting at Northampton Providence and San Francisco on Northampton Division, connecting at Northampton Providence and San Francisco on the P. M. —For Pittrield and intermediate stations on Northampton Division, connecting at Springfield on Well San Francisco on THROUGH EXPRESS TRAINS will leave Grand Con-trai Station, New York, as follows, viz.: and Boston at G.A. N.

11:30 P. N. Dially, including Sundaya for Providence and Boston, via Shore Line Routs, due at Providence 5:35 A. N., Boston 7 A. M.

11:30 P. M.—Unily for Boston, via Hartford and K. Y.

2 N. E. R. D., due at Boston at 7 A. M.

Through parior cars are run on all day trains named above, and sleeping cars on all night trains.

Time tables showing local trains may be procured at principal botels and ticket offices in New York city.

C. T. HEMPoTEAD, Gen. Fass. Agent.

O. M. SHEPARD, Gen. Supt.

NEW YORK, ONTARIO AND WESTERN RAILWAY. Trains leave from ferries at West 42d and Jay sta.

Fig. 1. Trains leave from ferries at West 42d and Jay sta.

**West 42d, 7:50 A. M.; Jay st., 7:35 A. M. for Middleport, Failsburg, Montcello, Liberty, Walton, Dehth Koreich, Chicago.

**West 42d, 4.P. M.; Jay st., 5:45 P. M. for Wallfill Valey stations Lakes Mohonk, Minnewaske, Biddletown,
Bloominsburgh, Ellenville, Mt. Dale, Montcello, Fallsburg, Liberty, White Lake, and Rockland,

**West 42d st., 6:25 P. M.; Jay st., 6:10 P. M. daily for

**Riddletown Fallsburg, Liberty, Walton, Norwich, Onsida, Oswego, Suspension Bridge, Detroit, Chicago, St.

Louis, Buffet sleepers to Niagara Falls, Reclining chair

are free to Euspension Bridge, 20, 507, 644, 1,332 Broad
way, 737 Oth av., 134 East, 12th htt., 264 West 125th st.,

New York.

18 Exchange place, New York.

DENNSYLVANIA RAILROAD.

On and after DECEMBER 2, 1883.

WIRAT TRUNK LIME

Frains leave New York. To Desbroses and Cortlands
Sirects Ferries, as follows:

Harrisburgh. Stattes Mall. ROUTE.

Trains leave New York via Desbroses and Cortlands
Sirects Ferries, as follows:

Harrisburgh. Fittsburgh. and the West, with Pullman
Falace Cars attached, B. M., USO (Dining Car), and S.
F. M. daily. New York and Chiesay Limited of Farlen,
Dings of the Cort of the Carlot of t

COR PHILADELPHIA.

Express trains leave New York, via Destrosses and Gorbiand Streets Ferrisa, as follows:

6:20, 7:20, 8, 9, 0 Chicago Limited, with Dising Gar, and 10 Washington Limited), and 11 A. M., 12:20, 12, 23, 24, 4 10; 3, 6, 8:26 it and 9 P. M., and 12:15 right, Accommodation, 8:20 and 11:10 A. M., 4:00 and 7:14. Sendays, Express 6:15, 9 6 Limited, and 10 A. M., 4 20; 5, 6, 6:50, 8 and 9 F. M., and 13:15 night, Accommodation, 7 F. M.

Trains leaving New York daily, except Sunday, at 8, 9. Trains leaving New York daily, except Sunday, at 8, 2 and 2 f. M. and 10 A. M., 4 and 2 f. M. and 10 A. M., 4 and 2 f. M. and 10 A. M., 4 and 2 f. M. and 10 A. M., 4 f. M. and

FOR PHILADELPHIA AND TRENTON.
ROUND BRUOK ROUTE.
THUE Table of Nov. IS, 1682.
EH0.7EST AND QUICKEST ROUTE FOR VIA CENTRAL RAILROAD OF NEW JERREY AND PHULADELPHIA AND READING RAILROAD. Leave New York foot of Labory St., 4,740 & 11A M.; 180, 315, 4,010,730, 12P. M.; Bondaya B.A. M.; 550, 12P. M.; 12 P. M. Philadeinhia, 6th and Greene etc. 7:50, 8:20, 8:20, 14 A. M.; 1:13, 8:20, 5:15, 7, 8:40, 12 P. M.; 8:13, 8:20, 14 A. M.; 1:13, 8:20, 5:15, 7; 8:40, 12 P. M.; 8:13, 14 A. M.; 1:20, 25 Broadway, 7:37 6th ar., 208 Week 155, 6th, 1:20; 25 Broadway, 7:37 6th ar., 208 Week 155th at., 132 East 125th at., New York: 4 Court at., 580 Fullon at., 68 Broadway, Hroadway, Hroadw

Brinting Material.

TYPE, CABINETS, presses, and printers and engrav-wells & CO., cor. Dutch and Fulton ets., New York.

DOGS &c. and their skilful treatment: reliable remained diseases of animals, 26 West 4th st., near 2 way.

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